

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Roth Property Inventory Number: BA-3140
Address: 5120 King Avenue Historic district: yes ☒ no
City: Baltimore Zip Code: 21237 County: Baltimore County
USGS Quadrangle(s): Middle River
Property Owner: Arlene C. Roth Tax Account ID Number: 1413055300
Tax Map Parcel Number(s): 328 Tax Map Number: 82
Project: Section 100: I-95, I-895(N) Split to North of MD 43 Agency: Maryland Transportation Authority
Agency Prepared By: A.D. Marble & Company
Preparer's Name: Stephanie Foell Date Prepared: 12/1/2003
Documentation is presented in: See Key References List
Preparer's Eligibility Recommendation: Eligibility recommended ☒ Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: yes Listed: yes
Site visit by MHT Staff yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

The bungalow at 5120 King Avenue is one story in height with a rectangular footprint. Clad in stucco, the residence sits atop a raised foundation of rusticated concrete blocks. On the main (south) façade, the centrally placed door has multiple glazed panes, and is flanked by a one-over-one, double-hung sash window on each side. Identical windows are found on the remaining façades, and are placed either singly or in pairs.

Its hipped roof extends to cover a full-façade porch that is dominated by a large hipped-roof, attic dormer which contains a set of double, ribbon windows, each with three lights. The porch is supported by chamfered wooden piers set atop posts of rusticated concrete blocks. Areas between the porch posts are filled in with aggregate panels, and the porch is reached by a small flight of brick stairs.

The landscape of 5120 King Avenue contains several deciduous trees that appear to date to the period of the house's construction in 1929. Evergreen trees and shrubs are located throughout the property and also serve as foundation plantings.

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MHT Comments:

Stephanie Foell
Reviewer, Office of Preservation Services

Stephanie Foell
Reviewer, National Register Program

6/14/04
Date

6/15/04
Date

200401247

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History/Significance

General Regional History

The residence at 5120 King Avenue is located in northeastern Baltimore County in the White Marsh neighborhood, which derives its name from the marshland which is located in this area of the county. The area also was known as Nottingham, named for the Nottingham Iron Works, an industry which dominated this portion of the county.

In the eighteenth and nineteenth centuries, much of the area developed as a result of its proximity to Philadelphia Road, a major thoroughfare within the region. From the early years of settlement into the twentieth century, much of the land of this portion of Baltimore County was involved in small-scale farming. After World War II, the growing suburbanization of the Baltimore region reached White Marsh and much of the farmland was subdivided into smaller lots. Many post-War neighborhoods containing small residences are concentrated in this part of Baltimore County.

Philadelphia Road

The area of Baltimore County that is now White Marsh developed largely as a result of its proximity to Philadelphia Road/Maryland Route 7, a road that originated as a Native American trail (Brooks and Rockel 1979:134). In 1729, the City of Baltimore was platted as a future port and commerce center. During that time, surveyors laid out the Philadelphia Road, linking Philadelphia, the New World's largest port city, with points south and west, including Baltimore.

The roadway's importance grew over time as interstate commerce became more prevalent. By the 1740s, commercial thoroughfares were being constructed to move farm produce, mill products, lime, and iron castings to the port city of Baltimore, and taverns and hotels sprang up along the Philadelphia Road. After several attempts to establish a turnpike, the Baltimore and Havre de Grace Turnpike Company received a charter to construct a toll road on the bed of the Philadelphia Road in 1814. The turnpike company initially enjoyed a period of prosperity. However, after only 20 years, railroads began offering intense competition for the Philadelphia turnpike (Hollifield 1978:81-82).

As Baltimore continued its expansion eastward, portions of the turnpike were ceded to the city. In 1888, Harford County assumed control of the turnpike contained within its boundaries. The end of the turnpike came in 1894, when Baltimore County assumed control of the remaining roadway within its jurisdiction.

During the twentieth century, traffic continued to increase on Philadelphia Road, particularly when automobiles became prevalent. Businesses arose along the former turnpike to serve the traveling public and many thought the road would continue to be the favored route for those traveling between Philadelphia and points south. However, in the late 1930s, the state held discussions regarding Works Progress Administration funds available for highway construction. A decision was made either to improve the existing Philadelphia Road, by then designated as Maryland Route 7, or construct a new roadway parallel to the old one. The businesses along the existing route fought to retain their source of business, but constructing a new, parallel road became the final decision, and work commenced on the new road, the Pulaski Highway, which eventually replaced Philadelphia Road as the primary thoroughfare through the area.

Agricultural and Industrial Development in Northeastern Baltimore County

European settlement of northeastern Baltimore County likely began circa 1660. Because of the costly and complex land grant process, many wealthy landowners purchased parcels of land in Baltimore County, viewing these holdings as either investments in the future or potential bequests for heirs. Even land that had been purchased remained vacant (Marks 2000:7).

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Date_____
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Date

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Consequently, during the early eighteenth century, land patterns consisted of small settlements, trails, and wilderness. Small-scale farmers, woodcutters, and miners were the primary residents, not the structured society of the southern Maryland gentry.

This trend continued into later centuries as farmers continued to cultivate smaller plots of land than their Southern,plantation-owning counterparts (Marks 2000:11).

The Nottingham Company operated several iron furnaces in this area of Baltimore County, and collectively the business was referred to as the Nottingham Iron Works. Established in 1745 by Alexander Lawson, the company was named after investor James Russell's estate in Prince George's County, Maryland. Although the Nottingham Iron Works enjoyed several decades of prosperity, its holdings were seized after the Revolutionary War because of Lawson's strong ties to Great Britain. At this time, the company was subdivided among multiple landowners, although the Nottingham Forge remained productive until the late nineteenth century. The furnace, however, ceased production, although the actual date of cessation is somewhat in dispute as is the exact location of the ruins. Some early residents of Baltimore County may have been lured to the area because the iron works promised employment (Marks 2000:20-22).

By the mid-nineteenth century, many landowning residents of northeastern Baltimore County were German, Polish, or Irish immigrants. Other residents were tenant farmers who occupied land held by the descendants of the original landholders. Generally, farms were small in size and produced relatively minor amounts of what were known as stoop crops, vegetables which required bending over to harvest. These included carrots, parsnips, beans, etc. These crops were either sold at markets throughout Baltimore City (usually the Belair Market, the closest to the area) or by the farmers themselves, a practice known as truck farming which was prevalent throughout the area. Also at this time, as greenhouses came into widespread use, this area of Baltimore County became an important center for the production of year-round cut flowers for weddings, funerals, and bouquets (McGrain 1990:17).

Bungalows

Bungalows are essentially vernacular, single-story Craftsman residences. Marking a return to wooden architecture and an appreciation for craftsmanship, the style flourished during the first third of the twentieth century. As a result of high-style examples executed by designers such as Gustav Stickley and Charles Sumner Greene and Henry Mather Greene, Craftsman homes were featured extensively in numerous period publications, including popular magazines and pattern books. More modest examples of the style appeared throughout the United States. Entire neighborhoods of the form were constructed and single examples occur in both suburban and rural locales.

Determination of Eligibility

The bungalow at 5120 King Avenue was constructed in 1929. It is a typical vernacular example of the style.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of significant persons in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

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D. that have yielded or may be likely to yield, information important in history or prehistory.

The residence at 5120 King Avenue is not eligible for individual listing in the National Register of Historic Places. Under National Register Criterion A, it is not associated with an event that has made a significant contribution to the history of the region, state, or nation. Research has not uncovered any association with a prominent person which would make the property eligible under Criterion B. 5120 King Avenue is also not eligible under Criterion C as an example of a bungalow. The building has been altered by the installation of replacement windows. It has also lost its historic context as Interstate 95 was constructed in close proximity to the property and as the encroaching suburban neighborhood of recently constructed houses was built around it. While the bungalow form is an important twentieth-century house form, numerous examples which retain high levels of architectural and site integrity remain in Baltimore County and nearby areas of Baltimore City. The property was not evaluated for significance under Criterion D.

Key References

Bromley, George W. and Walter A.

1915 Atlas of Baltimore County Maryland. G.W. Bromley & Company. Philadelphia, Pennsylvania.

Brooks, Neal A. and Eric G. Rockel

1979 A History of Baltimore County. Friends of the Towson Library, Incorporated, Towson, Maryland.

Hollifield, William

1978 Difficulties Made Easy: History of the Turnpikes of Baltimore City and County. Baltimore County Historical Society, Cockeysville, Maryland.

Hopkins, Griffith Morgan

1877 Atlas of Baltimore County. G.M. Hopkins, Philadelphia, Pennsylvania.

Marks, David

2000 The History of Perry Hall, Maryland. Gateway Press, Inc., Baltimore, Maryland.

McAlester, Virginia and Lee McAlester

1984 A Field Guide to American Houses. Alfred A. Knopf, Inc., New York, New York.

McGrain, John W.

1990 An Agricultural History of Baltimore County, Maryland. N.p.

Maryland Department of Transportation/State Highway Administration

n.d. Suburbanization Historic Context and Survey Methodology. Available at

<http://www.marylandroads.com/keepingcurrent/maintainRoadsBridges/bridges/oppe/suburbs/suburban0.asp>

National Park Service

2002 Historic Residential Suburbs; Guidelines for Evaluation and Documentation for the National Register of Historic Places. National Register Bulletin.

Scharf, J. Thomas

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1881 History of Baltimore City and County. Lewis Everts Company, Philadelphia, Pennsylvania.

Sidney, James C.

1850 Map of the City and County of Baltimore, Maryland. James M. Stephens, Baltimore, Maryland.

Taylor, Robert

1857 Map of the city and county of Baltimore, Maryland.

USGS

1890-1969 Quadrangle Maps for Baltimore East, Gunpowder, Middle River, and White Marsh. USGS 15 Minute Series. United States Department of the Interior.

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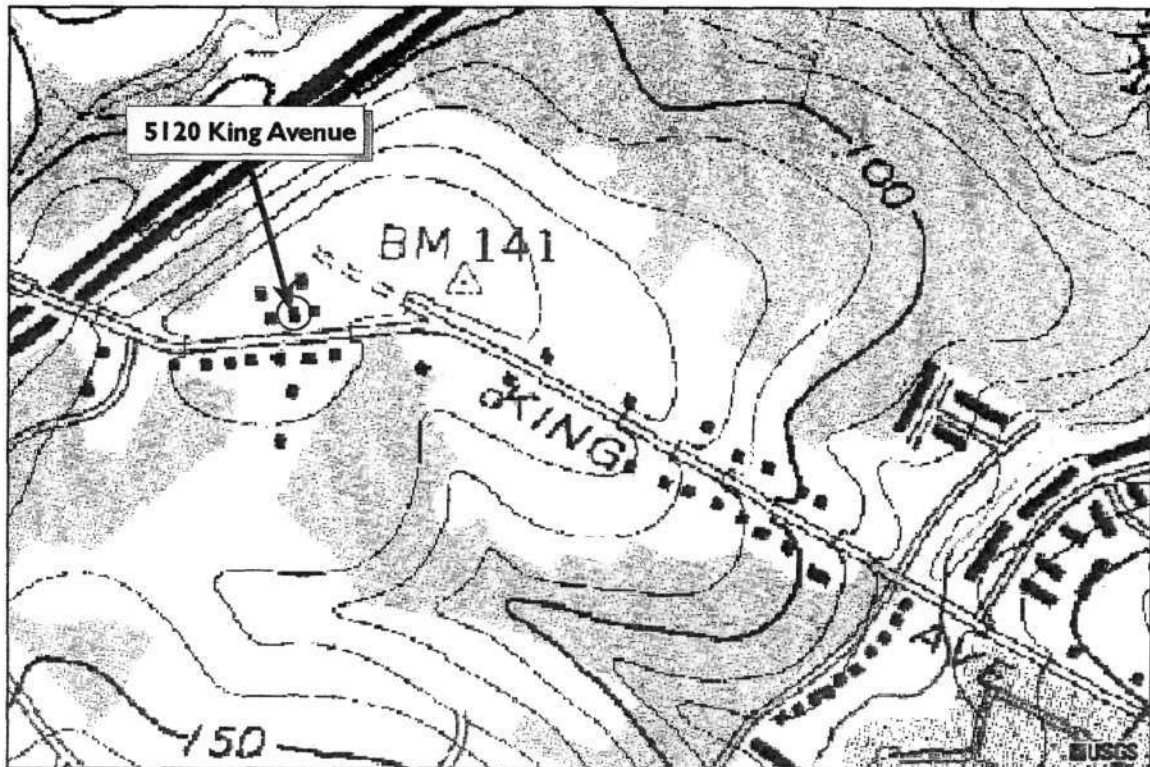
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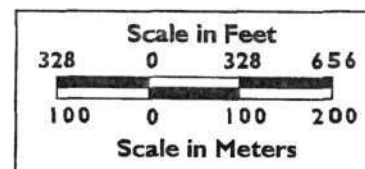
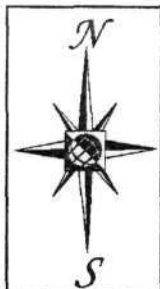
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Resource Location Map
Section 100: I-95, I-895 (N) Split to North of MD 43
Baltimore County, Maryland



Map Source: USGS Topographic Quadrangle, Middle River, MD





BA - 3140

5120 King Ave

Baltimore County, MD

S. Foell

10/2003

MD SHPO

Front + right facades; view to the Northwest

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